

Intimations.

590b] Secretary.

GERMAN SCHOOL.

THE SUMMER TERM will commence on **MONDAY, the 23rd instant, a.c.** There are a few vacancies, and parents desirous to send their Children will please communicate with the undersigned.

PAUL BREWITT,
Hon. Secretary.
Hongkong, 10th April, 1900. [473b]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

A N INTERIM **BONUS** of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 20th April, 1900. [513b]

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

TO-NIGHT at 9 P.M.

WARREN'S CIRCUS

(Opp. Harbour Master's Office)

ENTIRE CHANGE OF PROGRAMME.
A Congress of New Faces! A Storm of Fun!
A Mammoth Programme!

Don't miss
The New Comic Acrobats.
The Trio of Wonderful Performing Ponies.
The New and Graceful Trapeze Acts.
The Fire Pony.

The Anglo-Japanese Manipulations.
The Side-Splitting Musical Stumps.
And the Greatest Sensations of the age!

The Marvellous Netters.
Direct from an Unprecedented Success at the
Alhambra, London.

The Originators and only Performers of the
most Daring and Thrilling Mid-air Evolutions
on a Globe and Wire ever witnessed anywhere.

GALA MATINEE
SATURDAY AFTERNOON, at 4 P.M.
Nothing Ever Equalled.

Box Plan at Messrs. ROBINSON PIANO Co.
W. PFLUEGER,
General Representative.

Hongkong, 21st April, 1900. [495b]
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW
THE Company's Steamship

"FORMOSA"
Captain Douglas will be despatched for the
above Ports, on TUESDAY, the 24th inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 21st April, 1900. [522b]
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM KOBE AND MANILA.

THE Steamship
"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have been landed, and all Claims must be
sent in to the office of the Undersigned before
Noon on the 28th instant, or they will not be
recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
28th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 21st April, 1900. [520b]
NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA AND SHANGHAI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st April, 1900. [4]
NORTHERN PACIFIC STEAMSHIP COMPANY.

S.S. "DALNYVOSTOK"

Cargo shipped by S.S. Dalnyvostok in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by S.S. Glenogle which arrived TO-DAY, the 21st instant.

The Cargo will be landed at Kowloon Wharf Company, West Point Godown, whence delivery will be made.

Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 21st April, 1900. [521b]
MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office.—TOKIO.
Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHOWANG and All Ports in JAPAN.

Agencies:—

Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsujii Coal Mines.
Ichimura Coal Mines.
Kishimura Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kangafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [33]

Intimation.

A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET. CHATEAU LAUZAN and CHATEAU LAITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 21, 1900.

REUTER'S TELEGRAMS.

THE WAR.

THE FREE STATE.

GOOD WATER SUPPLY.

BOERS TRYING TO INTERCEPT GENERAL CARRINGTON.

LONDON, April 19th.

Torrential rains in the Free State are delaying transport work, though securing the water supply.

The Standard's correspondent at Bloemfontein states that there are 1,000 sick in the field hospitals.

The Daily Mail correspondent says that a force of Boers has started to intercept General Carrington's force in Rhodesia.

THE ASHANTI TROUBLE.

FORGES FOR THE GOLD COAST.

A force of Blue-jackets and Houssas has been landed at Accra. The Governor of the Gold Coast asks for all available forces. Coomassie is closely invested.

NATAL.

BOERS BETWEEN SUNDAY RIVER AND DUNDEE.

Reuter's correspondent at Ladysmith says that Boer Commandos, estimated at 15,000 strong, scattered over the fortified ridges between Sundays River and Dundee are vainly awaiting the British advance.

THE BOER PEACE COMMISSION IN EUROPE.

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THE CHINA SQUADRON.

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LOCAL AND GENERAL.

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Gallip "God save the Queen." Warranted.

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A CERTAIN Abdul Karim Munshi tells the *Advocate of India* that Lord Northcote's arrival in Bombay is especially held auspicious by the Mussulmans, as the name "Lord Northcote" itself is a chronogram bearing the exact current year of the Muham-madan era. This method of counting the years of good and bad events is well-known all over the Moslem world by the name of *abjad*.

ABULLET-PROOF train, capable of travelling over the open veldt or wherever a wheeled conveyance may go, will shortly be shipped to South Africa from the works of Messrs. John Fowler and Co., Leeds. No rails being required, the danger of derailment is therefore obviated, and the train will be able to approach much nearer an enemy's position than is now possible. The train will consist of a powerful traction engine and four waggons, the latter capable of being converted into a miniature fort for riflement in action.

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THE BOER PEACE COMMISSION

AMOY TO TAIPEI.

(Continued.)

AMOY, April 18th, 1900.

I concluded my last letter by stating I would speak on the addition of the British flag by Chinese merchants, for, in my opinion, an illegal purpose, or speaking more correctly for reasons to circumvent the Chinese like taxes. I saw while in Swatow a small steamer that traded between the different little coast ports. This steamer is owned, manned and operated solely by Chinese but at the same time flies the British flag. To the best of my knowledge, and I took pains to try and find out, there is not a single Britisher interested in her. The question naturally arises why then does she fly our flag? Simply to protect herself against Chinese official squeezes. Not for a moment do I say that is not in accordance with international custom, but it is assisting Chinese subjects to resist the demands made by their government and must eventually lead to misunderstandings and suspicion on the part of the Chinese of our friendship.

THE SWATOW VOLUNTEERS.

Just previous to my arrival in Swatow, the officials and Chinese community had been thrown into a wild state of alarm by the report that 500 robbers had come into or where in the vicinity of the town. I was informed that the Chinese merchants had raised a corps out of the coolies of the place and were supporting it at their own expense. In England we believe in paying by results, but have not yet applied that system to our army. They have with this corps a man paid by the number of robbers he kills, \$10 for each private and \$100 for a robber chief, and the same for the men of the volunteer soldiers, or even killed or wounded. Not much money had, however, been disbursed by the time I left Swatow.

BRITISH TRADE IN AMOY.

Amoy has so often been described and by far more than I think that it would be waste of time for me to attempt to do so, but I cannot pass on to the more interesting subjects of Tamsui and the Japanese occupation of Formosa, without remarking on the difference of business enterprise exhibited by the Germans and Japanese that is shown by the British firms. The former are all bustle and progress, while the latter, with one exception, are eaten up by conservatism, change being looked upon most distastefully. This is all the more to be regretted as the staple article of commerce in this port will soon be withdrawn, viz tea. On this subject, however, I will speak more fully when writing on Japanese rule in Formosa.

THE I. M. CUSTOMS.

One more point in connection with Amoy is well worth notice and deserves consideration. That is the Imperial Maritime Customs. These are highly paid, and are in a distinctly advanced and by treaty it is distinctly laid down that 75 per cent. of the European staff shall be Britishers. I was therefore greatly surprised to find that this percentage had fallen to somewhere between 50 or 60, not over the latter figure for certain. It may be a small matter, but I am certainly of opinion that it may possibly lead to our disadvantage in the near future. While speaking about the I. M. C. I may as well mention about Chapel Island Lighthouse. Mariners are well acquainted with the regulation signals given by this lighthouse in time of fog, but for the sake of our shore readers I will say that when the lighthouse keeper hears the steamers whistle, he fires guns in prescribed rotation until answered by the steamers with three blasts. Our steamer the *Tamsui Maru* was unfortunately enough to be caught in one of these fogs and kept her whistle going constantly, but as she received no answer she anchored, and remained in this position until the fog lifted, when the lighthouse was plainly discernible about a mile and a half away. We were delayed to such an extent that it made our stay at Amoy 24 hours longer than was intended. I afterwards happened to run across an old Customs-house officer who had spent many years on this island and when I told him our experience he offered me an explanation that the rock was too high, saying, from his own experience, he had known ships lying quite close which he had been quite unable to hear if there had been a 3 or 4 mile breeze blowing on the water. He said he could hear ship's whistles far better when they were 6 or 7 miles away. As fog is very prevalent along this coast, which is also most dangerous, some remedy for such a state of things should be found.

TAMSUI AND TAIPEI.

At the present time we have two most interesting object lessons we might say almost at our gates, the first attempts of two young countries at colonization, Japan in Formosa and America in Manila. It would be invidious to draw comparisons, so I will only give an idea of the progress that has been made by the Japanese. When taking a bird's-eye view preparatory to criticism on this subject it must always be remembered that Japan, as a factor in the world's calculations is extremely young; scarcely fifty years having elapsed since her first reception of western ideas. Again it must be borne in mind that Formosa is not a colony but more correctly a conquered island. This makes a great difference. The Chinese themselves had formerly conquered the land but had never been able to make themselves absolute masters of it, in this the Japanese have had far greater success as the whole of Formosa may now be said to be in a settled state. There are still some savages, who have not tendered their allegiance to the Government, but they are comparatively few and living in the interior of the island. Actual rebels there are none, but an occasional robbery with violence still takes place. The Japanese must therefore be complimented on having attained so much good in a little over five years. There is a peculiar superstition among the aborigines (not savages) that has operated against the conquerors. It is not generally known that some 250 years ago the Dutch occupied Formosa and made the presence very beneficially felt among its inhabitants. They built forts and introduced trade, the old red brick building now occupied by the British Consulate in Tamsui is one of these old forts. Around Anping their remembrance is still venerated by the natives. They were eventually expelled by the Chinese admiral or pirate Koxinga, but they left the impression that they would some day come back again to be the saviours of the Formosans from their Chinese conquerors. This idea is still strong and though these natives have since adopted Chinese dress and manners, until very recently it was feared that should a hostile nation of war come into a Formosa port, the natives would mistake her for the Dutch come back and would rise to a man against their present rulers. I need hardly say that the Chinese do not love their former victors, and it is a well known fact that the relations between Japan and Russia are strained. Taking all these considerations into account it is not fair nor honest to expect too marked an improvement by Japan. It is still a great improvement, and one that shows unmistakable signs of future growth.

To a Britisher perhaps much of the system of taxation, officialism and red-tapeism calls for unfavourable comment, but it must be borne in mind that Japan is ambitious, her government is fostering trade extensively all over the world and they are spending immense sums of money.

"Money is the root of all evil" and when a country has to pay ten per cent for capital it is not hard to imagine that there will be some grumbling at the taxation by which the money has to be repaid.

To thoroughly understand the progress made in Formosa a knowledge of China and Chinese rule is necessary, a country without any of the western requisites of civilization, with a government that is no government, taxes levied in the shape of squeezes, and the people allowed to do very much as they pleased as long as they were not found out. The Japanese have altered all this. There is a government and it makes itself felt; taxes are levied on all alike; there is a strong police department everybody's circumstances being well known. Roads are built, embankments erected, railways constructed and kept in working order. This costs money and as it is not done by private enterprise the government is obliged to maintain a large staff of officials. There is no doubt about the necessity for these improvements, but it is greatly to be feared that Japan has been rather too premature. The money raised in the island is certainly spent there, but that does not have very much effect in making John Chinaman any more contented with the paying of taxes; by nature he strongly objects to pay, is endowed with a vast amount of passive endurance, and is able to live where robbers would starve, the consequence is that many of the tea farms are going out of cultivation. I am not acquainted with the taxes levied in Ceylon and India, but in Formosa they are \$2.70 per picul transportation tax, or *tekin*, if to Keelung, to Kobe \$1.00 harbour dues, but if to Tamsui to Amoy \$1.60 export duty. The two last taxes are not finally settled, the foreign powers maintaining that they mean preferential rates. Any way the tax amounts to \$3 a picul or \$1 a chest. Other countries impose import duties. The manufacture of tea is expensive and the freight heavy, so it can easily be seen that the actual farmer gets very little for his share of the production. He certainly gets greater facilities for transportation but he would rather put the money into his own pocket.

Japan has made a mistake; with true oriental spirit she has started at the wrong end. Instead of opening up her harbours, removing the bars etc., so that ships could enter at all times and find safe anchorage, she has started in the interior building fine Japanese cities and maintaining too many officials and guardians of the law; this, besides other great drawbacks, has left the coast practically open to invasion, so she cannot be secure in furthering her good in the interior. Tamsui can only be entered once a day at high tide, communication between Tamsui and its port, Tamsui, though only separated by twelve miles of river can only be obtained twice daily for the same reason. Immense sums of money have been spent in Tamsui, and still nothing done as regards dredging. In Anping matters are far worse, ocean steamers cannot enter the port at all, having to anchor about four miles off in the roadstead, and in stormy weather not even that, while communication with the port is totally interrupted.

M. H. W.

(to be continued.)

HONGKONG SHARE MARKET.

HONGKONG, April 20th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—
The Easter Holidays have interfered with business to a considerable extent, and transactions effected have been on a very small scale. Banks—Hongkong Banks rule very quiet and are obtainable at 3 1/2 per cent. premium. The London quotation is 158 1/2. Nationals are steady at 32 1/2. Marine Insurances—Unions have strengthened their position and are wanted at 240. Yangtzes are quoted at \$128 ex the dividend of \$12 paid to-day. China Traders have been done and are wanted at \$54. Fire Insurances. There is no business to report in stocks under this heading. Shipping—Hongkong, Canton and Macao Steamships have advanced to \$30 1/2 and after sales at \$30 1/2 have been done and are wanted at \$30 1/2. Indo Chinas have changed hands at \$92 and are wanted. Star Ferries have been sold to a small extent at \$8 1/2. Douglas shares have been done at \$50. Refineries—We have heard of no business in either China Sugars or Lurons. Mining—Punjons have declined to \$7.10 owing to shares offering from Japan. Queen Mines have been fixed at 19 cents. Olivers B. are enquired for at \$4 but none are obtainable except at an advance. The Report shows a debit balance at Hongkong Account of \$4,133,992 as against a debit balance of \$4,067,471 at the end of 1898. Great Eastern and Caledonians have been sold at 70 and 60 cents. Docks, Wharves and Godowns—Hongkong and Whampoa Docks are firmer and have been taken off the market at 493 and 495 per cent. premium, closing with no sellers under 500 per cent. premium. Kowloon Wharf shares have been booked at \$85. New Amoy Docks are in the market at \$20 1/2. Hongkong Hotels are quiet at \$120. Humphreys Estate have improved to \$104 sales. China Providents have been bought at \$9.85 and \$10. Cotton Mills—Hongkong Cottons have changed hands at \$38 and \$38 1/2. Miscellaneous—Absolute masters of it, in this the Japanese have had far greater success as the whole of Formosa may now be said to be in a settled state. There are still some savages, who have not tendered their allegiance to the Government, but they are comparatively few and living in the interior of the island. Actual rebels there are none, but an occasional robbery with violence still takes place. The Japanese must therefore be complimented on having attained so much good in a little over five years. There is a peculiar superstition among the aborigines (not savages) that has operated against the conquerors. It is not generally known that some 250 years ago the Dutch occupied Formosa and made the presence very beneficially felt among its inhabitants. They built forts and introduced trade, the old red brick building now occupied by the British Consulate in Tamsui is one of these old forts. Around Anping their remembrance is still venerated by the natives. They were eventually expelled by the Chinese admiral or pirate Koxinga, but they left the impression that they would some day come back again to be the saviours of the Formosans from their Chinese conquerors. This idea is still strong and though these natives have since adopted Chinese dress and manners, until very recently it was feared that should a hostile nation of war come into a Formosa port, the natives would mistake her for the Dutch come back and would rise to a man against their present rulers. I need hardly say that the Chinese do not love their former victors, and it is a well known fact that the relations between Japan and Russia are strained. Taking all these considerations into account it is not fair nor honest to expect too marked an improvement by Japan. It is still a great improvement, and one that shows unmistakable signs of future growth.

DEATH OF MR. C. R. MORRISON AT BANGKOK.

Mr. Chas. Robertson Morrison, the Assayer and Chief Assistant in the Royal Department of Mines and Geology at Bangkok, died on the 9th inst. For some time past he had not been in his usual health, and early in the present month was removed to the Nursing Home, suffering from malarial fever with typhoid symptoms. Nothing that could be done for him proved of any avail, and late on the night of the 9th he breathed his last. Mr. Morrison was only 25 years of age and had not been quite twelve months in Bangkok. Much regret is expressed at his untimely demise. The funeral, which was attended by a number of Siamese as well as foreigners, took place next day at the Protestant Cemetery.

THE ROLLING OF SHIPS.

The "Transactions" of the Institution of Engineers and Shipbuilders in Scotland is an unpretentious publication, but always contains at least one interesting paper. To the last Mr. W. L. Luke contributes an article on the means adopted for moderating the rolling of ships. We pretend to understand the theory of a ship's stability, although constant instances of some great blunder in a costly yacht or line-of-battle-ship remind us now and then that theories, however true, require at least some careful application than our ships' designers often give them; and much depends upon a vessel's form when oscillations or stability conditions are in question. But here our problem is more circumscribed. Given a vessel of a certain form

and definite position of the meta-centre, what can be done to check excessive rolling?

The most obvious and commonly adopted method is the addition of bilge-keels. These rolling ships of war, as well as merchant vessels, in the first half of this century, were always constructed without bilge-keels. Doubtless the deep and heavy ordinary keels which sailing vessels necessarily demand, sufficiently checked rolling. Besides, we now load decks with heavier guns and think more of our sailors' comfort. The ill-fated *Atlanta*, herself replacing the *Eurydice*, which was capsized in a squall in 1878 off Ventnor, was found to roll so heavily that she was fitted with two pairs of bilge-keels—one below, and one above the water-line. They checked the rolling, but still she rolled sufficiently to lift the lower out of water, and thus repeated violent shocks strained all the fastenings and caused intense discomfort. The bilge-keels were removed, she left Bermuda for the British Isles in February 1889, and was not seen again. The French claim to have used bilge-keels at the commencement of the present century; but these were probably intended, at that time, to act as lee-boards.

From the earliest days of iron clad ships bilge-keels have been fitted in the Navy. After the capsizing of the *Captain* in 1870, Mr. Froude made a full series of experiments upon a model of the *Devastation*. The experiments in dock seemed most conclusive. With no bilge-keels, after a deflection of 8 1/2° double rolls were taken before she came to rest. With one 3-foot bilge-piece only 8°; with two 3-foot bilges 6°; with one six-foot bilge only 4°. But we must very carefully examine experiments on models made in dock. When the deflection was increased to 25° the oscillations were, respectively, 20, 26, 31, or always less than when this first displacement was much smaller! This paradoxical result was doubtless brought about by two false assumptions. The greater model flooded the docks to some extent, and the water found its exit through the scuppers, the tilt was checked enormously; again waves formed by tilting in the dock, reflected from the wall, may check or help the rolling.

The model was also tested in a sea; and, though results were very different, they clearly showed the bilge-keels greatly checked the rolling. Far more decisive were experiments made with the *Greyhound* and her sister ship the *Perseus*. The former had a pair of bilge-keels; the latter none. After they had been brought to the same draught and meta-centre height they were taken out into Plymouth Sound on various occasions in a rough sea. The *Greyhound* rolled to about half the angle reached by the *Perseus*, the latter sometimes rolling as much as 25 degrees.

The accidental discovery on another occasion that water let in through imitation shot holes greatly checked the rolling—and the effect, noted above, of water on the model's deck in dock—suggested compartments into which water might enter and, by its weight, check oscillations. This has been actually tried and proved most efficacious in preventing rolling; but it adds a serious danger. When big waves were timed to the ship capsize her, she usually goes over the water roll, borne down too late to rise against the coming wave—and such admitted water helps this danger.

Bilge-keels so far have proved the best, but they must not be placed too near the surface. If liable to be exposed, violent shocks, of course, will follow, and even if they come but near the surface they greatly add to the effective hold the vertical component in a wave has to tilt up the ship; and therefore, though they often check, in such position they might sometimes increase, the rolling.

HORRORS OF THE BATTLEFIELD.

LONDON, March 12th.

For real ghostliness, for a glimpse into the glory of realities of war and the horrors of the battlefield, a private letter from a young medical officer at Spion Kop, printed in the *Daily Graphic*, is scarcely to be beaten. "I selected a pass, he writes, 'overhanging steep chalk banks on the top of which I got up a Red Cross flag. Cases now began to pour down from Spion Kop on stretchers. The Boers opened fire on us, and three bullets went into the fire, knocking the sticks away. The reason for this fire was not the Red Cross flag, but owing to some Tommies who were strolling over to it, but I promptly ordered them away. A few minutes after the Boers let fly five shells in quick succession in my direction, but they fell short and did no harm."

"From this time to 1 o'clock next morning wounded came through my dressing station, as the pass was the only exit from the hill. I saw every case, and some of them were MUTILATED BEYOND DESCRIPTION."

Fully 330 wounded and dead passed through my hands. Many poor chaps shot in the morning in the front trenches, who could not be reached, lay in the blazing sun all day. One old colonel in Thornycroft's walked down, leaning on a rifle. He was a mass of wounds, one ear shot through by bullet, his chin, neck and chest through by others and his back and legs torn by shells. He came in and said he just dropped in to let me take his finger off as it was so shattered that he could not pull the trigger of the rifle, as it got in the way of the next finger, which he could use, for he wanted to get back up the hill to pay the Dutchmen back. Of course I would not let him go back. "Bullet wounds are beautifully clean, just a round hole, and, as a rule, do not do much damage as they often go through the bone without shattering it, and do not bleed much. Shell wounds are hideous."

It was now frightfully dark, and I put one of the lanterns on a stick as a guide for light to my pass. One of a group of soldiers starting to the hill tried to run away with it. Shortly after this both lanterns went out, and I had

A PRETTY BAD TIME, as the pass often got blocked with wounded. Finally I could send no more wounded across the drift, and had to stack them with the dead in rows on the grass. I collected the wounded officers on stretchers and gave them brandy and hypodermic of morphia.

Commandants Botha and Duggess, the Boer generals, came up at daybreak. The former, who is chief general, was a small thin man with yellow beard and hair, and had a magnificent rifle beautifully carved with his name and a text from the Bible. He had a couple of mounted Kafirs carrying ammunition and a water bottle, and an interpreter. He seemed, however, to understand English, though he refused to speak it. I heard one of them had been killed. They let our men search the dead for identification cards, letters and money. Several Boers handed in little things they found."

FRANCE ASKS FOR TROOPS.

NEW YORK, March 15th.

The *Journal and Advertiser* has a special from London which says: "A private telegram from an unimpeachable source in Paris says that the minister for the colonies sent cipher cables yesterday to the governor of every French colony asking, almost in the words of Chamberlain to the British colonial governors, how many soldiers were available for immediate service."

BISHOP POTTER ON CHINA AND JAPAN.

NEW YORK, March 19th.

Bishop Potter talked to newspaper representatives to-day about his visit to the Philippines, Japan and India. The trip was made at the instance of the committee on increased responsibilities of the Protestant Episcopal church. He had been most interested, he said, in the condition of affairs in China and Japan. He had noticed a gradual friendliness between the two nations, and prophesied that when Japan should have taught the Chinese the art of war, neither England, Russia or Germany would decide the fate of the East. The Chinese did not love the Japanese, but recognizing that they had nothing to hope from the European nations, were gladly establishing an *entente cordiale* with the Japanese.

Referring to the Philippine situation, Bishop Potter said he had gone into the islands in an attitude of antagonism. He declined to say whether or not his opinions had altered, but said he recognized the question as purely an academic one. Asked about the future of the Anglican church in the islands, Bishop Potter said he saw no reason why it should not be successfully introduced to the natives. He had found no evidence of any paganism. The Roman Catholic religion was pretty generally observed, and as education spreads, the tenets of the Anglican church would receive general acceptance.

A MARVELLOUS ESCAPE.

There was great excitement at Jhind the other day, says an Indian contemporary. Mr. Van Tassel, the balloonist, made an ascent there. About the time of making the start three sepoys belonging to the Jhind State, who were holding the balloon down, got mixed up with the ropes of the balloon and parachute, and were carried up into the air. One man fell soon; but the other two were not able to get loose. When at a great height one subsequently fell, but fortunately again got caught in the ropes. Mr. Van Tassel, with great presence of mind did not cut himself off with the parachute, as he would have done under ordinary circumstances, but holding on, shouted to both men to hold tight. The balloon ascended a great height, when the gas cooled and it began to descend. The parachute opened and the empty balloon also formed a parachute, and the three men descended safely to terra firma amidst the wildest excitement of the large crowd assembled to witness the ascent.

SHIPPING REPORTS.

Capt. James Potter, of the steamship *Benzene*, from Saigon, reports:—Experienced light variable winds and fine clear weather throughout the passage.

Capt. J. Douglas, of the steamship *Formosa*, from Swatow, reports:—Light easterly winds, smooth sea and hazy weather. Vessels in port—*Singap, Saechin, Cheong Hock Kian, Chowai, Tientsin, and Kweilin*.

Captain A. S. Calder, of the steamship *Phrang*, from Bangkok, via Swatow, reports:—Light variable winds and smooth sea throughout, until making and leaving Swatow when calms and foggy weather prevailed.

NOTANDA.

CALENDAR.

APRIL.
Meteorological means based on ten years' observations to 1899.
Barometer..... 30.059
Thermometer..... 78.9
Humidity..... 85.0
Rainfall..... 4.08

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 29.99 29.99
Temperature..... 78 73
Humidity..... 84 94
Rainfall..... — —

TO-DAY.
Saturday, 21st April, 1900.
Chinese—22nd of 3rd moon of 26th year of Kwang-si.

Sun—Rises..... 5hr. 36min.
Sets..... 6hr. 20min.
High water—Morning..... 1hr. 37min.
Afternoon..... 5hr. 37min.
Low water—Morning..... 5hr. 2min.
Afternoon..... 7hr. 37min.

ANNIVERSARIES.
1843—The Duke of Sussex, the Queen's uncle, died.

1866—Chusan occupied by the British fleet.
1864—About 100 prisoners escaped from the prison hulk off Stonecutters Island.
1869—H.M.S. *Salamis* returned to Hankow from the Yangtze.

1877—Torpedo explosion at Tientsin; six men blown to pieces; narrow escape of Li Hung-chang.

1897—Tynarova bombarded by the Turks.
1898—War declared between America and Spain. U.S. fleet leaves Keywest for Havana.

TO-MORROW.
Sunday, 22nd April, 1900.
Chinese—23rd of 3rd moon of 26th year of Kwang-si.

Sun—Rises..... 5hr. 35min.
Sets..... 6hr. 21min.
High water—Morning..... 1hr. 37min.
Afternoon..... 5hr. 37min.
Low water—Morning..... 5hr. 2min.
Afternoon..... 7hr. 37min.

ANNIVERSARIES.
1834—The East India Co. ceased to trade with China.

1877—Arrival of Governor J. Pope Hennessy in Hongkong.

1880—Jinrichsk started in Hongkong.
1890—The Foreign Ministers at Peking invited to a funeral ceremony at the house of the late Marquis Tseng.

1897—Wreck of the s.s. *Holme Eden* on the Letiche Islands.

1897—Sir Claude Macdonald left Hongkong.
1898—Havanna blockaded. Governor of Philippines issued his proclamation of war.

AGENDA.

TO-DAY.
9 p.m.—Grand Entertainment under Distinguished Patronage, in aid of the Indian Famine Fund at City Hall.
Cargo ex *Idomenus* subject to rent.
9 p.m.—Warren's Circus at West Point.

TO-MORROW.
C. N. Co's steamer *Kueiyang* leaves for Tientsin.
P.m.—A. S. N. Co's steamer *Maria Valeria* leaves for Fiume and Trieste via the Straits.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethel:—Chapel, West Point:—Morning Service, 11 a.m.
St. Francis Church, Wanchai:—Mass (Chinese), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

MONDAY, 23rd.

9 p.m.—Ada Delroy Company at City Hall.
German School term Commences.

TUESDAY, 24th.

Noon—Extraordinary General Meeting of the Hongkong Hotel Co., Ltd.
Noon—Cargo ex *Silesia* subject to rent.
3 p.m.—C. S. N. Co's steamer *Mausang* leaves for Sandakan via Gaya.
5 p.m.—C. S. N. Co's steamer *Mennuir* leaves for Manila.
(About) N. L. steamer *Sibiria* leaves for Havre and Hamburg.
(About) N. P. steamer *Glenogle* leaves for Victoria B. C. and Tacoma.
Cargo ex *Preussen* subject to rent.

WEDNESDAY, 25th.

Noon—C. N. Co's steamer *Tsitau* leaves for Manila and Australian Port.
2.30 p.m.—Auction sale of household furniture at Mr. Paul Brewitt's sales rooms, Zealand Street, No. 2.
C. P. R. steamer *Empress of India* leaves for Victoria B. C. & Co.

FRIDAY, 27th.

Noon—N. Y. K. steamer *Yagashima Maru* leaves for Bombay via Singapore and Colombo.
4 p.m.—N. Y. K. steamer *Yawata Maru* leaves for Sydney and Melbourne, via Manila & Co.
At daylight the Co's steamer *Hingo Maru* leaves for Europe via Straits.
C. & M. S. Co's steamer *Esmeralda* leaves for Haifa and Cebu.
C. N. Co's steamer *Singking* leaves for Manila.

SATURDAY, 28th.

Noon—Extraordinary General Meeting of Shareholders of the Green Island Cement Co., Ltd.
Noon—P. & O. steamer *Bengal* leaves for London.
First Gymkhana Meeting of the Season at Race Course.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Oceanien*) 22nd inst.
American (*Hongkong Maru*) 27th inst.
Indian (*Suisang*) 27th inst.
Australian (*Airlic*) 28th inst.
Canadian (*Empress of China*) 28th inst.
German (*Hamburg*) 1st prox.
American (*China*) 5th prox.
Canadian (*Empress of Japan*) 10th prox.
American (*Doric*) 15th prox.

The steamer *Suisang*, from Calcutta and Straits left Singapore for this port on Friday, the 20th inst. at 5 p.m.

The C. P. R. Co., R.M.S. steamer *Empress of Japan*, left Vancouver for Hongkong via usual port of call on Thursday the 19th inst.

The N. Y. K.'s steamer *Yawata Maru*, (Australian Line) left Nagasaki for this port to-day and is expected to arrive here on the 24th inst.

The Imperial German Mailsteamer *Hamburg*, carrying the German Mails with dates from Berlin of the 2nd inst., left Colombo on 20th inst. p.m., and may be expected here on or about Tuesday, the 1st prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba..... at Kowloon Dock.
H.M.S. *Fame*..... " " "
H.M.S. *Thunder*..... " " "
Progress..... " " "
Taiyuan..... " " "
Ness..... " " "
D. Juan d'Australia..... Cosmopolitan.
Independent..... " " "
Mausang..... " " "
Mobile bay..... Aberdeen.

PASSED THE CANAL.
Outward—13th April—*Indra Maru*, Agamemnon.
17th April—*Salazie*, Balaarat.
Homeward—17th April—*Stuttgart*.
Arrivals at Home—18th April—*Westphalia*.

Shipping.

Arrivals.
PEIYANG, German steamer, 952, R. Kähler, 20th April—Hongay 18th April, Coal—Siemens & Co.
MARIA VALERIA, Austrian steamer, 2,648, A. Fellner, 21st April—Kobe 7th April, General—Sander, Vieler & Co.
GLENOGLE, British steamer, 2,399, Frakes, 21st April—Tacoma, U.S.A. 20th Mar, General—Dodwell & Co., Ltd.
FORMOSA, British steamer, 674, J. T. Douglas, 21st April—Swatow 20th April, General—Douglas, Laprak & Co.
HERMES, Norwegian steamer, 849, J. C. Jensen, 21st April—Canton 20th April, Coal—Jardine, Matheson & Co.
BENVEUUE, British steamer, 1,467, J. Porter, 21st April—Saigon 17th April, Rice—Gibb, Livingston & Co.
PHRA NANG, British steamer, 1,029, A. S. Calder, 21st April—Bangkok 11th April, and Swatow 20th, Rice and Timber—Melcher & Co.

JASON, British steamer, 1,336, W. Lyett, 21st April—Singapore 14th April, General—Butterfield & Swire.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 21st April—Manila 18th April, Hemp and Sugar—Butterfield & Swire.

NORMA, British 4-masted bark, 1,999, D. McDonnell, 21st April—Cardiff via Anjer 4th October, Coal—Order.

Clearances at the Harbour Office.
Kueiyang, British str., for Swatow.
Kasuga Maru, Japanese str., for Nagasaki.
Choyang, British str., for Shanghai.
Hainan, British str., for Swatow.
Yakuryu, British bark, for Rajahmundry.
Yawata Maru, Japanese str., for Kobe.

From Chinese str., for Shanghai.
Apuranga, German str., for Haiphong.
Kasuga Maru, Japanese str., for Swatow.
Tsaiun, German str., for Swatow.
Haitan, British str., for Haiphong.
Haitan, French str., for Haiphong.
Haitan, Norwegian str., for Hongay.
Haitan, French str., for Hoihow.
City of Peking, British str., for Shanghai.
Catherine Ahear, British str., for Singapore.

Departures.
April 21, *Hainan*, British str., for Swatow.
April 21, *Dinko*, American ship, for Honolulu.
April 21, *Bangkok Maru*, Jap. str., for Hongay.
April 21, *City of Peking*, British str., for San Francisco.

April 21, *Choyang*, British str., for Shanghai.<

Entertainment.

THEATRE ROYAL.
Manager.....MR. JAMES BELL.
FOR A LIMITED NUMBER OF NIGHTS.
Commencing
MONDAY, 23rd APRIL.
ADVENT OF THE WORLD-FAMED
ADA DELROY COMPANY.
12 STAR ARTISTS 12
with several
STARTLING, SENSATIONAL
NOVELTIES.
A BOOM
18 AMUSEMENT ENTERPRISE
CAUSING A GREATER
BOOM
than the
OF THE TRANSVAAL WAR
SEASON
See Later Ad. enticements, Bilk Circulars.
The World Press Notices, &c.
Admission \$3, \$2, and 1s. Box Plan at
ROBINSON PLANK CO.
JAMES MORGAN,
Business Representative.
[498b]

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
on
WEDNESDAY, the 25th April, 1900,
Commencing at 2.30 P.M.
at his Sales Rooms, Zetland Street, No. 2.
A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE,
Consisting of:
DRAWING ROOM, DINING ROOM
and BED ROOM FURNITURE of every
Description, OVERMANTLES, WRITING
DESKS, GLASSWARE, CROCKERY, CUT-
LERY, BATHROOM REQUISITES, PIC-
TURES, BOOKCASES, &c.
A lot of very fine GAS FIXTURES.
Several BICYCLES.
1 COTTAGE PIANO, by R. LIPP & SOHN,
Stuttgart in very good condition.
On View at the Undersigned's.
Catalogues will be issued Prior to Sale.
TERMS OF SALE: As customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 20th April, 1900. [499b]

Notice of Firm.

SALAMANDER FIRE INSURANCE CO.
NOTICE.
THE UNDERSIGNED, having been
appointed AGENTS for the above COM-
PANY, are prepared to accept Risks against
FIRE at CURRENT RATES.
HOLTZ, SJACOB & CO.
Hongkong, 31st March, 1900. [422b]

Intimations.

FOR SALE AT TIENSIN.

LARGE BUSINESS PREMISES on the
TAKU ROAD within easy reach of the
Bund. The Premises consist of a six-roomed
Bungalow, Three large Cottages, one with a
double storey, and a flat roof suitable for drying
purposes. Comprised of Quarters and Offices,
one Brick House, several Out-buildings and
all necessary adjuncts to business. One Gar-
down contains a Hydraulic Press, Engine, &c.
For particulars apply to
J. T. SKUTTOWE,
Land, Estate, and General
Commission Agents,
Tientsin,
North China.
Hongkong, 9th April, 1900. [466b]

WANTED.
A COPY of the Local "HANSARD," 1891-2.
Address: J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

WANTED.
A FEW BOARDERS (GENTLEMEN)
Central Position on low level; good
accommodation with use of Billiard Table and
select Library.
Apply REX,
Hongkong, 2nd April, 1900. [436b]

"FOR THE BLOOD IS THE LIFE."
Clarke's
Blood
Mixture
THE WORLD-FAMED BLOOD PURIFIER
AND RESTORER
IS WARRANTED TO CLEAR THE BLOOD
from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood
Disease, Blackheads, Pimples, and Sores of all kinds,
It is a most effective and permanent Cure. It
Cures Old Sores,
Cures Sores on the Neck,
Cures Sore Legs,
Cures Itch of Head or Pimples on the Face,
Cures Nervous
Cures Ulcers
Cures Blood and Skin Diseases,
Cures Glands, &c. See full particulars.
It is a most effective and permanent Cure. It
Cures Old Sores,
Cures Sores on the Neck,
Cures Sore Legs,
Cures Itch of Head or Pimples on the Face,
Cures Nervous
Cures Ulcers
Cures Blood and Skin Diseases,
Cures Glands, &c. See full particulars.
It is a most effective and permanent Cure. It
Cures Old Sores,
Cures Sores on the Neck,
Cures Sore Legs,
Cures Itch of Head or Pimples on the Face,
Cures Nervous
Cures Ulcers
Cures Blood and Skin Diseases,
Cures Glands, &c. See full particulars.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.
Clarke's Blood Mixture is sold in Bottles of 2s. 6d.
and 1s. 6d. and in cases containing six of the quantity,
sufficient to effect a permanent cure in the great
majority of long-standing cases of ALL BLOOD
DISEASES AND SKIN AFFECTIONS. VENDOR'S
throughout the world. Proprietors, THE LANCET
AND MEDICAL COURTESY (Lancet Company, Lincoln,
England). "Trade Mark" is a Lion with a sword.

CLARKE'S BLOOD MIXTURE.
CAUTION.—Purchasers of Clarke's Blood Mixture should
see that they get the genuine article. Worthless imitations
and substitutes are sometimes put out by unprincipled
vendors. The words "Lancet and Medical Courses Drug
Company, Lincoln, England," are engraved on the Govern-
ment Stamp and Clarke's World-famed Blood Mixture
is the name on the bottle, WITHOUT WHICH NONE ARE
GENUINE.

Intimations.

THE FIRST GYMKHANA MEETING.

APRIL 28th, 1900.

EVENTS.

- 1.—HALF-MILE RACE.—For all China ponies.
Weight for inches as per scale with 7 lbs.
added. Winners at any Official Meeting
this season 5 lbs. extra. Subscription gill-
ins and bona fide polo ponies allowed 7
lbs.
 - 2.—FIFTY FATHOMS.—Points for place and
style three times.
SCHEDULED ST. For all China ponies
over 14 ft. high. Weight for inches as
per scale. Previous winners of Steeple-
chase 7 lbs. added.
 - 3.—ONE MILE HANDICAP.—For all China
ponies.
 - 4.—LADIES NOMINATION.—Each Competitor
to start from a post 100 yards up the course
and ride to the lady who nominates him,
take one potato from her each time,
return and drop it into his bucket. Should
he fail or the potato not remain, he must
amount, put the potato into the bucket,
and mount without assistance. To win,
first past the winning post, third time in
with all three potatoes in the bucket.
 - 5.—12 MILE RACE.—For all China ponies.
Weight for inches as per scale with 3 lbs.
added. Subscription Gillins allowed 7 lbs.
Winners at this Meeting 5 lbs. extra.
 - 6.—ONE MILE RACE.—For Walers. Catch
Weights over 11 st. 7 lbs.
- Hongkong, 17th April, 1900. [305b]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND
INSTALLMENT of \$5 per Share in
respect of the 50,000 New Shares has been
called up and Holders of such Shares who have
not already paid this Installment are requested
to PAY the Amount of such CALL to the
Undersigned at the Office of the Company,
No. 9, 11, 13, Central, on or before the 30th
April, 1900.
Dated the 27th March, 1900.
SHEWAN, TOMES & Co.,
General Managers.

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a
CALL of \$1 was made PAYABLE on
the 31st day of March, 1900, and which Call has
not yet been paid, are liable to be forfeited,
in accordance with the Articles of Association of
the Company.
Interest at the rate of 10 per cent. per share
will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.
Hongkong, 17th April, 1900. [306b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on Tuesday, the Twenty-seventh
day of March, 1900, the following RESOLU-
TION were passed:
1.—That in pursuance of the Provisions of
the Special Resolution passed at an
Extraordinary General Meeting of the
Company held on the 7th and 8th March
and confirmed on the 27th March instant, and
since duly registered, the Sum of
\$1,250,000 be withdrawn from the
Reserved Fund and be carried as of the
2nd July next, to the Credit of Capital
Account, each Share being credited with a
Sum of \$25 as paid up thereon in
addition to the Sum of \$50 now standing
to the credit of each Share.

2.—That the Balance of \$25 per Share of the
Unpaid Capital of the Company be
called up, and that a CALL be and is
hereby made of \$25 per Share upon all
Shares of the Company, and that the
Shareholders be requested to pay the
same to the Company's Bankers, the
Hongkong and Shanghai Banking Cor-
poration, at their Premises, Queen's
Road Central, on or before the 2nd day
of July, A.D. 1900.
Shareholders are hereby requested to pay
according.

And Notice is also given that, in accordance
with Article 34 of the Company's Articles of
Association, interest will be charged as from
the said 2nd day of July, 1900, at the Rate of
\$12 per cent. per Annum upon all Calls re-
maining Unpaid after the 10th day of July,
1900, up to the actual dates of payment of the
same.
By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [403b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP-
NUMBER 362 for TEN SHARES of
this Company, numbered 7165 to 7174, and
dated the 2nd May, 1899, in the name of
FUNG WA CHUN, of Hongkong, having
been LOST, a New Scrip for the same will be
issued after One month from the Date hereof,
and the Original Scrip will be considered by
the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
tiating the same.
By Order,
C. MOONEY,
Secretary.
Hongkong, 30th March, 1900. [412b]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP-
NUMBER 210 for 15 SHARES of the
Company, numbered 28904/28918, in the name
of PAUL JORDAN, Esquire, of Hongkong,
having been LOST, a New Scrip for the same
will be issued after One month from the Date
hereof, and the Original Scrip will be considered
by the Company as Null and Void, and all persons
are hereby warned against accepting or nego-
tiating the same.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 29th March, 1900. [409b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP-
NUMBER 812 for 15 SHARES of the
Company, numbered 1411/1421, in the name
of WILLIAM MONARCH BURNSIDE
ARTHUR, Esquire, of Hongkong, having
been LOST, a New Scrip for the same will be
issued after One month from the date hereof
and the Original Scrip will be considered by
the Company as null and void, and all persons
are hereby warned against accepting or nego-
tiating same.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th April, 1900. [474b]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th April, at Noon.
MIKAWA MARU	SHANGHAI, CHEMULPO and NAGASAKI.	TUESDAY, 24th April, at 4 P.M.
AWA MARU	YOKOHAMA (DIRECT)	WEDNESDAY, 25th April, at 4 P.M.
KAGOSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO.	FRIDAY, 27th April, at Noon.
BINGO MARU	MAKESBILLS, LONDON, NEW-CASTLE ON TYNE, and ANTWERP, VIA STRAITS, COLOMBO and PORT SAID.	FRIDAY, 27th April, at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th April, 1900. [6]

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	24th April.	Freight and Passage.
*KONIGSBERG	(LONDON with transhipment in HAMBURG.)	10th May.	Freight and Passage.
*CHRISTIANSEN	HAVRE and HAMBURG.	About 22nd May.	Freight.
*BAMBERG	(LONDON with transhipment in HAMBURG.)	About 6th June.	Freight and Passage.
*SARNIA	HAVRE and HAMBURG.	About 20th June.	Freight.
*FUCHS	(LONDON with transhipment in HAMBURG.)		
*SAMHIA	HAVRE and HAMBURG.		
*EHLERS	(LONDON with transhipment in HAMBURG.)		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 31st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th June, at Noon.

THE Steamship

"AMERICA MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

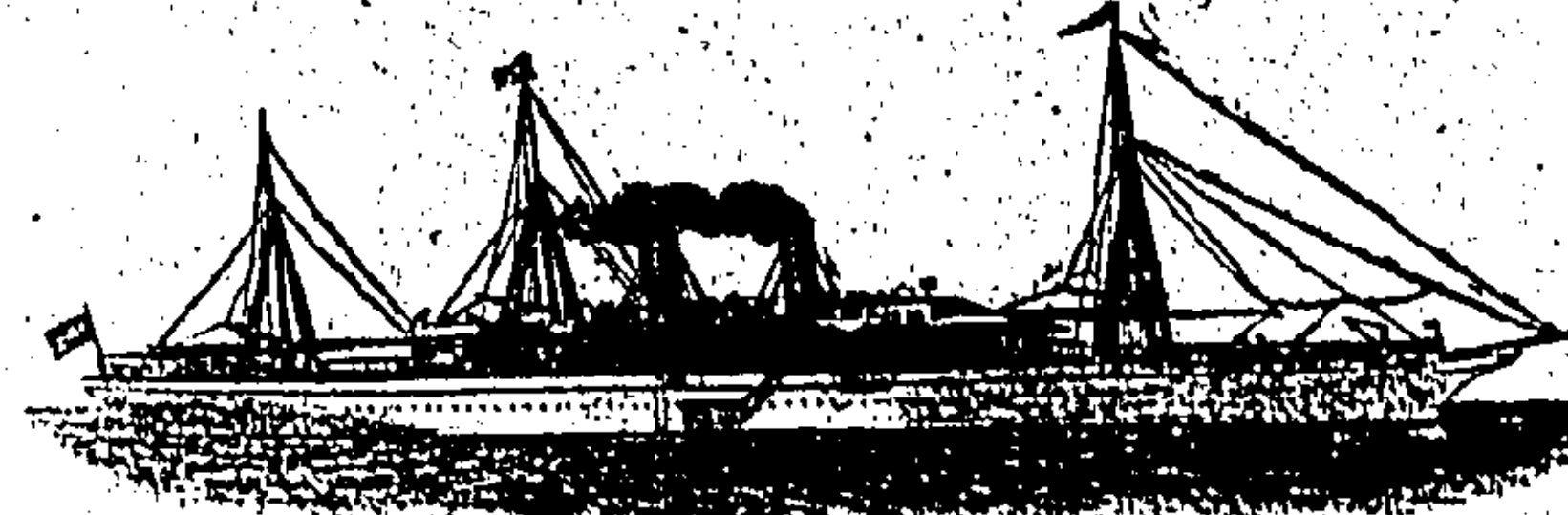
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 15th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 21st April, 1900. [8]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.

"The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.
The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unsurpassed, apply to For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Packer's Street. [3]

Hongkong, 14th March, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Carlisle City... 3,002 about April 30
Strathgyle... 5,023 about May 10
Belgian King... 3,379 about June 5
Thyra... 3,812 about July 8

THE Steamship

"CARLISLE CITY,"
will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 30th April.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 12th April, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Monmouthshire... 2,874 | W.A. Evans | May 19
Braemar... 3,601 | W. Watt... June 9
Monmouthshire... 2,874 | W.A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 21st April, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)
THE Steamship
"BENGAL,"
Captain S. Barcham, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 14th April, 1900. [5]

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st May, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 5th April, 1900. [2]

THE "WELSBACH" SYSTEM OF INCANDESCENT GAS LIGHTING.

(Compiled from Various Sources.)

While the improvement in the different gas burners used, indicated the path of progress, they all failed to realise the full advantage which we now know to be obtainable.

It was reserved for Dr. Auer von Welsbach to introduce the system now so well known by his name.

The first public exhibition of Dr. Von Welsbach's system of incandescent gas light, was made in London in February 1897. At that time there were many fears expressed as to the possibility of the new system being successfully placed on the market on a commercial basis, and for a short while the company had a hard struggle to overcome the difficulties, which are generally met, by those who seek to introduce original work.

These were soon surmounted, and the public are indebted to their untiring exertions for the benefits conferred by such an enormous stride in artificial illumination by means of gas.

The essential feature is the "Mantle" which is woven of "Sea Island" and "Egyptian" Cotton, which has been washed to remove earthy matter and grease. The mantle is at first a network of cylindrical shapes almost twice the size of the finished article. It is then immersed in the lighting fluid, which is composed of the nitrates of thorium and cerium in the proportions of 99 per cent thorium oxide and 1 per cent cerium oxide, the solution containing about 14 per cent of these salts. The excess of the solution is then removed from the cylinder by passing the latter through small wringing rollers, the pressure of which is so regulated, as to leave a definite determined quantity of the solution in the fibres. The mantle is now dried on a mould in a hot air chamber. When dry, the mantles are stretched out to uniform shape, by hand, and then carried to the fixing room, where the top of the impregnated mantle is fixed with a fluid composed of a mixture of another group of rare earths viz.—lanthanum, zirconium, and traces of magnesia, the object being to ensure the shrinkage of that end of the mantle, which is connected with the electric wire, so that it is subsequently drawn to form the thickened and supporting end of the mantle. When dried, the mantle is sewn and trimmed, and then handed to the "burners" whose duty it is to first shape the mantle on a wooden mould, and then to burn off the cotton by means of a Bunsen burner flame, thus leaving a skeleton of the cotton thread composed of the oxides of thorium and cerium. This skeleton is then heated from the top downwards, over a high pressure Bunsen burner for 3 or 4 minutes, during which process it gradually shrinks to almost half its original size, and is caused to take the required shape. The mantle is now finished and ready for use, but it is too brittle for transit, it has to be stiffened. This is done by dipping it into a solution of collodion and camphor, after which it is dried by hot air, and thence passed to the packers and trimmers.

The extent to which this industry has developed, may be indicated by the fact that at the Palmer Street works of the Welsbach Company over 30,000 mantles are manufactured daily, no less than 500 girls being employed.

In an interesting account of the Welsbach system read by the chemist of the Company Mr. W. Mackean, F.C.S., before Society of Chemical Industry in 1891, it is shown, that by altering the nature and composition of the fluid employed for impregnating the mantles, the light obtained can be varied from an intense white light, to a golden yellow or greenish colour, which differ to a certain extent in their diffusive power, the following mixtures giving the lights referred to—

WHITE LIGHT.			
Zirconium oxide 40 per cent.	Zirconium oxide 40 per cent.	Thorium oxide 60 per cent.	
Lanthanum oxide 25 per cent.	Lanthanum oxide 25 per cent.	Thorium oxide 25 per cent.	
Thorium oxide 35 per cent.	Thorium oxide 35 per cent.	Cerium 30 per cent.	

These may be considerably altered, without affecting the colour of the light.

YELLOW LIGHT.			
Lanthanum oxide 40 per cent.	Zirconium oxide 47 per cent.	Thorium oxide 13 per cent.	
Thorium oxide 25 per cent.	Lanthanum oxide 30 per cent.	Thorium oxide 25 per cent.	
Zirconium oxide 25 per cent.	Thorium oxide 25 per cent.	Erbium 30 per cent.	
Dysprosium 30 per cent.			

According to Mr. Mackean, any other oxides may be employed in the compositions, but the presence of some, such as alumina, and magnesia, are very detrimental to the duration of the illuminating power.

The mantle is used by suspending it over a Bunsen burner in which the air and gas are mixed before arriving at the point of ignition, so that there is a complete absence of the ordinary white flame, but in place of which the metallic oxides of which the mantle is composed become heated to incandescence, and yield the brilliant light now so well-known.

At the time of the introduction of the Welsbach system in 1887, the company obtained a duty from ordinary 16 candle gas of about 17 candles. Their 1889 burner increased this to about 17 candles, whilst the latest form the 1893 pattern is claimed to yield a duty of no less than 27 candles of light per cubic foot of gas consumed, and this even with such a low consumption in the case of their smallest sized burner, of no more than 14 cubic feet per hour. This is truly a marvellous development, and when it is considered in relation to the best results obtainable at the time of the Crystal Palace Exhibition of 1882-3 shows the wonderful advance which has been made since then, in advance which promises to be paralleled in the case of the incandescent electric light, as by the application of the same principles, viz. the incandescence of these rare metallic oxides, there is every reason to anticipate some early pronouncement of an equally startling character, but of which at present we can only hint, as the initial experiments are not yet fully completed and ready for publication.

AT THE ELEVENTH HOUR.

"Oh, I'm a fraud, really," laughed Daisy Hayward, as she sat up among the cushions of her low basket-chair and held out her hand to her visitor. "There's nothing more the matter with me than a bad attack of laziness. How energetic of you to climb all these stairs, Meg!"

"Your aunt gave a most melancholy account of you," returned Mrs. Dynevor, "but somehow I must confess that, as an interesting invalid, you fell flat. Every one is excited about poor little Mrs. Sylvester."

"Why, what has she been doing?"

"Extreme things—in the way of upsetting herself out of her pony-cart, and generally smashing things up."

"Not herself?—she isn't hurt really?" asked Miss Hayward quickly.

"I am afraid she is badly; she's such a frail little thing as the best, that it seems rather full."

"Who is with her?"

"Mrs. Dynevor shrugged her shoulders. "The English doctor and her maid."

Daisy Hayward was on her feet. "No one else?"

"I don't think so. Every one is so sorry."

"But no one came to help her," returned the girl rather scornfully. "What's the use of a

maid in a case like this?" And she began to set her hair right in front of the glass in a quick, businesslike fashion.

"What are you going to do?" asked Mrs. Dynevor, as Daisy caught up her hat.

"Going to see if I can be of any use. Can't you imagine what it must be to lie in a strange place with only a servant near you?"

"I suppose it is rather horrid," returned her visitor comfortably. "But the sun is simply grilling just now."

"You can wait here till it's cooler. Tell my aunt where I am, and not to fish if I don't come home to lunch; and without another word Daisy Hayward hurried out of the room."

The villa where Mrs. Sylvester lived was at some distance from the Haywards' hotel, and Mrs. Dynevor had not exaggerated the heat of the streets of Cannes at midday; but Daisy walked fast in spite of everything. The girl was very fond of the woman who was going to see. Something about the fragile, dark-eyed woman, who mixed so little with the other visitors, had attracted her from the first, and though Lady Hayward, the girl's aunt and chaperon, had but half approved of the friendship, since so little was known of the friend, Sylvester, still Daisy had chosen to cultivate her, and she was the one person with whom the tenant of the Villa des Acacias could be said to be at all intimate.

In spite of her strong nerves and her determination not to be startled, the girl felt her colour leave her face as she entered the darkened room where her friend was; the pale face set in its loosened dark hair, the eager, dilated eyes frightened her.

"I knew you would come," said the sick woman, "Oh, I wanted you so badly, you can't think."

Daisy bent and kissed her. "I'm going to stay here," she said quietly. "Can I send one of the servants back with a message?"

"Is it very bad?" asked Miss Hayward of the maid whom she met in the hall. "She looks ghastly. Where is the mischief?"

"Something internal. The doctor says it will be a miracle if she pulls through; but I say she can't—she's so delicate."

"It's awful!" murmured Daisy, choking down a sob, and trying to compose her face before she entered the sick-room.

"You've been asking them about me? I don't mind really, you know, except that it's horrid having it happen like this."

"Don't talk like that Sylvia. In fact, I don't believe you ought to talk at all, or they'll be sending me away. But, of course, you'll want me to write to your husband, unless they have wired already."

"I wouldn't let them; but I should like you to do something for me."

"Anything?"

"Really, you mean that?" and the dark eyes fixed her with painful intensity.

"Of course I do."

"Then I want you to write to—somebody who is not my husband."

"Sylvia."

Something like a laugh—or was it a gasp of pain?—came from the bed.

"I don't understand," stammered Daisy.

"How should you? It seems an unpardonable thing to ask you to do—you, a girl. But I'm dying, Daisy—I know it—and my life has been a happy one. Tell me, and my life has been a happy one."

"Tell me," returned the girl in an uncertain voice.

"It isn't what you think—at least, not as bad, only—Oh, how can I make you understand? I've been married nearly ten years. My husband is kind enough, good enough, but I'm no more to him than anything else in his house—just a part of the establishment, don't you know, like the old Dresden in the drawing-room; something which is necessary in a well-appointed room. It would grieve him if it were broken; he will be sorry when I die. You can't quite replace either—that's all. A bitter little laugh came from the white lips, and she paused a moment. "The only things my husband really cares for are Egyptian mummies and Sanskrit inscriptions, and that sort of thing. I am too modern to count, you see; but there is—I mean he has a secretary, a distant relation of some sort, and," she stopped, and a faint flush had gathered on her pale cheek.

"Yes. He cares. Ah, I know—I've known it for years; though he never said a word, we understand each other. Can't you realise, understand you see that there is only once chance of happiness left for me?—to meet him again, to feel his arms round me for the first and last time, and to whisper the words my heart has been breaking to say all these years."

The passion of her speech was shaking the fragile frame. The bloodless hands were clasped in wild entreaty.

"It isn't much to ask, is it? Some women have loved beside them all their lives; I ask for it only for one short hour, the last before the outer darkness."

The entrance of the doctor broke in suddenly upon the strained situation. Daisy Hayward was waiting for him as he came out.

"It's a bad case," he replied in answer to her look. "It's good of you to be with her, Miss Hayward; but you ought not to be alone."

"You think—?"

"Do it, whatever it may be. By the way I suppose her people have been communicated with? If I can be of any use, you know, I am quite at your service," in wild entreaty.

"It will be his last visit," returned to Mrs. Sylvester's room.

"Well?" The word was little more than a whisper, but its eager intensity was almost painful.

"Where shall I find the address?" said Daisy quietly.

"I will dictate it to you—Thornton, 113 Queen Anne's Gate."

"What shall I say?"

"There's no time to break the news. Say, 'Sylvia dying—come at once.'"

"I will think of it," said Daisy, but she did not refrain from asking, as she rose to get her hat. A proud light leapt into the colourless face: "I know it!"

"And your husband will not think it odd that—?"

"Not at all. Henry will fancy it was done to save him the shock."

"Daisy sent off the message herself. She had an uncomfortable sense of having been drawn into a situation which her nature revolted against, but that there would be absolute cruelty in refusing this one draught of joy to those parched lips; and, after all, Sylvia was dying, and no harm could come of it."

"He can be here by ten to-morrow," said Mrs. Sylvester, as Daisy re-entered the room. "I am going to be so good, so quiet, till then. I want to save all my strength."

The doctor at his next visit was amazed at finding his patient so much calmer.

"Perhaps—there is just a loophole. She is very young, she may pull through," he said, as he bade Miss Hayward good-night.

"It was early next morning when the girl re-entered the sick-room. Her friend was flushed, her eager eyes fixed on the clock; she had scarcely time to greet Daisy; her every fibre seemed to be stretched in an ecstasy of expectation."

At last there was the sound of carriage wheels on the gravel outside. Daisy's own heart beat faster as a man's step came quickly in the small passage; another second, the door was opened, and a tall figure strode into the room. In spite of herself, Daisy stayed

where she was. Sylvia's little cry, the ghastly change in her face, arrested her; but before she had time to think the stranger was on his knees by the bedside, and the girl could see his big hands tremble as they stretched towards the tiny figure which reclined there.

"Sylvia, my darling—my poor little wife! It isn't true—I can't believe it! You must live, you must!" And the girlized head buried itself among the bedclothes, while the man's body shook with tearful sobs.

"Henry?" Daisy's eyes opened wide as the significance of the situation dawned upon her. "You came—"

"Did you think I would not? your telegram was addressed to Thornton, but he's away, and they brought it to me. He's been away some time now. Didn't I tell you? He's engaged to one of the Grainger girls, and has gone to stay down there."

Daisy felt her heart stop beating as these words struck her ear. She made a step forward, but at that moment Sylvia's eyes met hers; and then, without a word, the sick woman's head dropped upon her husband's shoulder, and Miss Hayward stole softly from the room.—R. Times.

WHEN HER MAJESTY IS AFLOAT.

THE ROUTINE IS MOST CAREFULLY PLANNED.

The occasions during her lifetime upon which the Queen has passed a night at sea may be counted upon the fingers. They were all in the early days of her reign, when sailing from London to Scotland, and later on, when cruising down Channel and in the Hebrides. Within the last twenty years her Majesty had paid seventeen visits to Germany, France, and Italy in the spring, but during each voyage, if the night was spent on board at all, the royal yacht was always safely moored in harbour. The Queen has occupied a sleeping cabin no fewer than 150 times all told, but she has been aboard during daylight trips—as when crossing the Solent—about 150 times as well.

If the time spent by her Majesty afloat were collected into one continuous cruise, instead of being scattered over about seven years, it would not fill six months. The Queen has never travelled farther north than Loch Brora, near Dunrobin, or farther south than Hyeres, in the Mediterranean, a distance by latitude of 900 miles. The most westerly point of any of her journeys is Killarney, and the most easterly is Germany. Yet the three yachts which in their turn have borne the name of "Victoria and Albert" have cost upwards of £600,000 in initial expense, and an equal amount in repairs, apart from the pay of the crews, and the cost of maintenance.

In the year 1855 the second "Victoria and Albert" was launched, and her cost up to that time was £136,441. She is a wooden, copper-sheathed paddle boat of 2,470 tons, with a length of 338 feet, a maximum indicated horsepower of 2,400, and a normal speed of fifteen or sixteen knots.

A new yacht, to bear the same name, has been launched at Penbroke in the present year. She will cost before her first voyage £360,000, and is a twin-screw steel vessel with a length of 370 feet, a tonnage of 4,700, indicated horsepower of 11,000, a speed of twenty knots, and accommodation for a crew of 378. Her most interesting feature will be the electric installation, which, lighting the vessel, will also heat the State cabins, work the lifts from deck to deck, the pumps, hoists, capstans, and ventilating fans.

The routine observed when her Majesty goes to sea is carefully planned out. As soon, for example, as it has been determined that the Court shall move to the Isle of Wight, the Equerry-in-Waiting notifies the railway authorities concerned, and also the commander of the royal yacht, who thereupon arranges to be alongside a wharf at Portsmouth or Gosport the night before. All men on furlough are recalled from leave, and everything is made spick and span. The heavy baggage arrives by an early train, or is conveyed by another vessel the day before. The personal luggage of the members of the Household, and the boxes which always accompany the Queen, are transferred from the train to the hold of the yacht within a space of twenty minutes or so.

At length everything is in readiness to depart, and the Queen is assisted into a wheeled chair, which is conveyed to that part of the yacht which is most nearly upon a level with the quay. Thence she is conveyed to the level of the main deck, where she walks along the broad and handsome corridor, which leads to her own apartments.

Sometimes, especially when a crossing of less than an hour's duration is in progress, the Queen remains on the upper deck in the royal pavilion. This is twenty-five feet long by way, and it has three large cabin windows, enabling a view of the scenery to be obtained without exposure to the wind. There are a couple of sofas and several easy chairs and tables, and when her Majesty is afloat all the saloons used by her are made gay with flowering plants. There is a painted porcelain stove, which is always used during the winter months, and the windows are hung with filled muslin curtains.

When the Queen crosses the Channel, in order to proceed across France to the Mediterranean, the preparations are far more elaborate. As soon as her Majesty has embarked, the ships in harbour dress the yards, and everything is made gay with bunting. By express command the royal salutes to which she is entitled are omitted, because the detonation causes discomfort. The usual arrangement is for the Queen to embark overnight, and for the yacht to be hauled off shore to her moorings, which she leaves at an early hour on the following day. This enables the journey from Windsor to Cherbourg to be accomplished in two days, and the nights are spent in harbour. Even if the crossing is made by a single steamer, the vessel is accompanied by a Trinity House yacht and an Admiralty cruiser, and every precaution is taken against the intrusiveness of inquisitive boating parties when the yacht is in harbour. The new yacht, by means of a Marconi installation, will be able to maintain uninterrupted communication with the shore at every moment of the voyage.

Her Majesty's apartments are three in number. There is a cabin, with a brass four-poster, a room containing a writing and toilet table combined, and a wardrobe-room, occupied by the dresser. In the new yacht each of these cabins is larger and more lofty. The dining-room is in mahogany, and contains portraits of former captains. The drawing-room is in maple, and bears portraits of the Royal Family upon its walls. There are a piano, a book-case, and a portable electric lamp. In the new yacht also the Queen will have similar accommodation, but on a larger scale.

The crew of the royal yacht are petty officers, of a certain height, and having the best characters. They are reduced in rank and pay, and begin at 14s. per week, but afterwards rise to 28s. per week, with free clothes, better food, and less exacting duties than in the regular service. They do no washing, they have no working clothes, and are obliged to volunteer for a twelve-month as a minimum. In the new yacht they will have hot and cold baths, electric ventilation, natural light in all cabins, and generally speaking will be in very comfortable quarters.

A story which is always repeated whenever men of the royal yacht meet, runs that on one occasion the crew were unable to get at the frog cask because the Queen's chair was in front of it. On being apprised of this, her Majesty consented to move, on condition that she was permitted to taste the frog, to the delight of the Blue-Jackets.

On one occasion only has the Queen visited a royal yacht on Sunday. It was during the convalescence of the Prince of Wales eighteen months ago, when he was in the "Osborne," recovering from the injury to his knee. Divine service was read in the hearing of the royal patient, and her Majesty remained for some time to cheer her son.

THE ODD MAN ON THE JURY.

"There you are, miss, said the police-constable, throwing open the door of cell No. 11. His prisoner, a fair young woman of great personal attractions, shuddered as she looked into the bare place. The officer was about to lock her in when she spoke to him.

"At what time will the hearing be?" she inquired.

"Can't say exactly. Somewhere between eleven and twelve likely," answered the officer, who then turned the key and went off.

The pale prisoner laid her face upon her hands and sobbed piteously. Two hours' freedom and hope unlimited were hers, and as Sister Winifred, of St. Margaret's—one of the most popular hospitals of South-western London—she rejoiced in the possession of the confidence and respect alike of the heads of the institution and her fellow-workers. Now behold her charged with a disgraceful theft; and without the means of proving her innocence.

That afternoon Sister Winifred had been on the point of going off duty when she had been arrested on a charge of having taken a lady's bicycle—not her own—from a suburban junction. Doctor Stanmore, the house surgeon at St. Margaret's and Winifred's devoted but as yet unacknowledged lover, and the matron and chaplain had all three seen the police officer, and smilingly assured him that it was a case of mistaken identity.

Their assertions had been received with stolid indifference, and in the end a cab was called, and Sister Winifred was carried off to the police station. On this painful errand the doctor and matron accompanied the terrified girl, and offered bail, on behalf of the hospital authorities, to whatever amount might be required. This—by an excess of duty as afterwards appeared—was refused, and poor Winifred was finally committed, as stated, to the solitude of cell No. 11, there to await conveyance on the morrow to Wandsworth Police Court.

The morning was well on when the prisoner received her summons. She turned quite faint upon finding herself face to face with a crowded court, and it was all she could do to keep back the tears of shame and terror.

The doctor and matron were present, and both smiled at her in the most heartening manner. These smiles, however, slowly evaporated as the case took its painful course. Appearances, alas! were dead against the prisoner, and the railway company, who had lately been severely victimised by the "bicycle thief," seemed determined to make an example of the present offender.

The chief witness was Grimby, the railway porter, who swore most positively to Sister Winifred as the person who had presented a paper signed Ellen Humphries, and to whom he, in consequence, had delivered the bicycle. The machine in question was the property of Nurse Ellen, also an official of St. Margaret's. She had been spending her holiday in Staines, and in returning to London had left the bicycle at the junction to be called for between four and five o'clock the same day. Subsequently, being unable to go herself, Nurse Ellen had purposed sending a messenger, and had written an order, authorising the bearer to receive the machine.

This order had most mysteriously disappeared, and had, it was alleged, been appropriated by Sister Winifred, she being the only person who knew that the bicycle was deposited at the junction, and herself desperately eager—as was well known—to possess a machine. On the afternoon of the theft, moreover, the prisoner had unexpectedly made a request for a few hours' leave to see an aunt of hers, and was absent from the hospital from three to six.

Now this aunt was known to live at Battersea, and the accused had no means to prove the alibi which the solicitor for the defence set up for Mrs. Rymer, the aunt mentioned, was absent from home at the time, and her niece had entered the house by means of the latchkey which she possessed. The statement made by the defence, to the effect that the accused had sat reading in her aunt's armchair until it was time to take the return journey, could in no wise be proved, unfortunately, for neither on arrival nor departure had Winifred been noticed even by a neighbour.

That which the girl herself, which her supporters most fervently feared, occurred. The magistrate sent the case for trial.

The next day, bail having now been accepted, the unfortunate sister returned to her post at St. Margaret's, in deference to the emphatic desire of the authorities there. No stone was left unturned in collecting funds and evidence; and yet it was with a quaking heart that the devoted lover saw the eventful day of the trial approach.

The momentous morning arrived. Mr. Octavius Graham, the noted popular counsel engaged for the defence, made short work of the minor witnesses. Nurse Ellen became his especial victim. It was known that on one occasion Sister Winifred had caused the former to be reported for lapse of duty; and counsel openly taxed her with having induced his client in this shameful business from sheer spite and vindictiveness.

Finding he could not shake the testimony of Grimby, the porter, he cast stinging ridicule upon the idea of a man in his position swearing to the identity of one particular woman among the hundreds he must see through the day. Finally he bore glowing witness to the blameless life of the accused, and demanded of the jury the honourable acquittal which he declared was his client's due.

No one could mistake the judge's summing up; no jury could possibly acquit in face of such evidence as had been put in. Winifred gave herself up for lost.

Scarcely a creature moved after the "twelve men good and true" had left the court, for their immediate return was expected by all. Yet they did not appear for some time. Well-nigh an hour passed before they re-entered the court.

"We cannot agree, your lordship," said the foreman.

"You cannot agree!" cried the judge in astonishment.

"No your lordship; eleven of us are of the same mind, but the other man disagrees."

"Do you mean," asked the judge, "that eleven of you are for a verdict of guilty, and the twelfth man is not?"

"Yes, your lordship; according to the evidence we were bound to find the prisoner guilty."

"It's me that's the odd man amongst you," here said the old man amongst the jury, "the judge's gaze travel slowly over the group of jurymen."

"I don't see the witness Grimby could swear to one woman in all that crowd, your lordship; and by bringing the prisoner in guilty I should go against my conscience."

There was a moment's dead silence. The judge then gravely called upon the prisoner to surrender in due time to a second trial, allowed the bail to stand, and dismissed the case.

Winifred cast one heartbroken look upon her lover, and fell half fainting into the matron's arms. As they were taking the wheeled chair to a carriage that was awaiting the hospital party, a bystander stepped deliberately into the sister's path.

It was the odd man on the jury; and so urgent, so appealing, were the looks he cast upon Winifred that she involuntarily stopped. The sister glanced from the window as they moved off. On the kerb stood the jurymen, his sombre eyes pursuing her to the last.

As Nurse Doris, in one of the East-End charitable institutions, with whose head physician her family had a personal acquaintance, Winifred Rymer began a new and burdened life. Secretly and quickly she had disappeared from St. Margaret's, determined to efface herself as far as possible for the present. Letters and messages were left for all concerned, but until the time of the second trial should be at hand Winifred's fixed resolve was to see no one save the solicitor who had acted for her in the case.

The girl was the mere shadow of her beautiful and buoyant self, the shame, the mystery, of that tragical change being ever with her. The thought of that disquieting jurymen pursued her, too. Something deeper than a passing pity seemed to actuate the man when he caught her out after the trial. Yet what interest could she, a complete stranger, have for him?

One morning—it was within three days of the second trial—Nurse Doris was pondering the matter when a poor creature who had been run over was brought into the accident ward where Winifred was on duty.

Internal injury. No hope. An hour at the most," whispered the doctor after a brief examination.

Nurse Doris drew the screen about the bed, and sat down beside the dying woman. Presently she opened her dull eyes, and, lifting her head, looked fixedly at the nurse.

"Sister Winifred!" she said with a gasping breath, and fell back upon the pillow.

"You know me?" whispered Winifred.

"I was there—in the court when—it wasn't you who—where—the lids dropped over the falling eyes."

Winifred sank down at the bedside.

"You know the truth!" she sobbed. "Oh, as mercy, tell me who was the thief!"

The poor soul made one expiring effort to speak; but with the words on her lips she died. Later Nurse Doris was found stretched in a deep swoon across the body of the dead woman.

In the evening of that day Winifred, white and worn from the morning's shock, had a summons to go to see a visitor who had arrived at the hospital in connection with the deceased woman.

On entering the waiting-room Nurse Doris found herself face to face with the odd man on the jury.

"Sister Winifred!" he gasped.

Silence," said she sternly. "I am Nurse Doris here."

"Nurse Doris!" answered he, and his face went white. "Then it was you who attended that poor soul now lying dead?"

"Yes. Do you know her?" cried Winifred; and a wild hope of restitution, of salvation, thrilled her from head to foot. "This woman was in the court on the day of the trial. She called me by my true name. She would have told me the truth, but she—she—died. Do you know, asked she chokingly, what it is she would have said to me? Ah, you do! Speak, man. Who is this woman?"

